

DETECTIVE SENIOR CONSTABLE GRAY

Q1 As I've already explained to you prior to this interview, Senior Constable Upston and myself are making inquiries in relation to the rating, IMS or stability rating of the Business Post Naiad.

A Right.

Q2 And you recall that I spoke to you at Eden Police Station on the 28th of December, last year - - -

A Yes.

Q2 - - - in relation to the events of the 1998 Hobart, involving the Business Post Naiad.

A Yeah.

Q3 And that's what we're here today to speak to you about, these particular things. If I can just get you, for the record, to please state your full name?

A Peter William Keats.

Q4 Your date of birth?

A 23/10/44.

Q5 Your current address?

A 27 Laird Road, Bernie.

Q6 And your occupation?

A Electrician.

Q7 O.K. Right, as I said to you, you recall I spoke to you on the 28th of December last year, in relation to the experiences you had on the Naiad. Now, could you just reiterate to me what position you held on the boat for the race?

A I was navigator/cook on the boat.

Q8 O.K. And, you've been in how many previous Hobart's?
A I've been in one previous Hobart.
Q9 Right, that's right. Now, how many times have you sailed on the Business Post Naiad prior to that?
A I've sailed on it consistently over the last three, three yachting seasons.
Q10 O.K. And do you recall when Mr Guy purchased that boat?
A No, I don't.
Q11 O.K. That's fine. Now, are you aware of any stage, since Mr Guy had that boat, whether there was any lead removed from the keel?
A I'm not aware of it, no.
Q12 O.K. Now, are you aware of the stability index required for the Sydney to Hobart yacht race?
A No, I'm not.
Q13 O.K. If I was to tell you that, that it was 115 degrees, have you ever heard that figure being mentioned?
A I've heard figures mentioned but nothing specific.
Q14 Right. O.K. Were you aware of the stability rating of the Naiad prior to the 1998 Sydney to Hobart race?
A No, I was not.
Q15 Has there ever been any discussion between yourself or other crew, prior to the race in relation to stability ratings of the Naiad?
A No.
Q16 So it's fair to say you have no idea in relation to

that sort of, side of things?

A No, I don't. The only things that I know is that they, they were weighing the mast to check the weight of the mast to try and alter the rating, or to correct a rating unanimously with the mast. So the mast was taken out completely from the boat. That was weighed and was put, put back in the boat and the figures were sent of or Bruce worked the figures out or they were sent of to, with, with part of his IMS rating certificate, and the figures were recalculated on that. That's as much as I had to do with that. I really don't know what the final figure was.

Q17 Right. Do you recall when the mast was taken out and weighed?

A Yes, it was probably September/October last year.

Q18 Right.

A 1998.

Q19 Now, are you aware this because you were told, or because you were present?

A I was present.

Q20 O.K. Can you tell me if other measurements were weighed, were made on the boat?

A There were no other, the only other measurements made that day were the, were the weight of the crew.

Q21 Right. And how was that conducted?

A We used the same set of scales and each crew member hung on those scales to get a weight of the crew.

Q22 Right. Now, was there any mention that the boat was

going to be formerly measured by a, a qualified measurer?

A I understood that that was to be.

Q23 Right. And you weren't present - - -

A No.

Q23 - - - at, at an official measuring of the boat?

A No, I was not.

Q24 O.K. That's fine. Anything you have to ask?

SENIOR CONSTABLE UPSTON

Q25 When, when you were present at the time the mast was taken out, did Mr Guy suggest to you any other reason, or can you build on any reason why the mast was being actually taken out and measured?

A Weighed.

Q26 And, and weighed.

A It, it wasn't to be measured, it was to be weighed. The original certificate that came with the boat had a specific mast weight, and when we'd had the mast out 10 months earlier, to get all the rigging checked and re-done, it was suggested to him, I think, by the rigger, that the mast was a different weight to what was specified on the IMS, present IMS certificate. That's my understanding.

Q27 All right.

A Yeah.

Q28 Was that prior to, or just prior to the commencement of sailing back up to Sydney to Hobart, up to Sydney to compete in the Sydney to Hobart Yacht Race.

A What, to have the mast out?

Q29 Mm.

A No, it was prior to the beginning of the season.

Q30 I see.

A It was about, not, being, being towards the end of September, because we had the Melbourne Stanley Race, the end of October.

Q31 Right. So, to your recollection, having the mast weighed was not as a result of any information that Mr Guy may have received from the CYC in Sydney - - -

A No.

Q31 - - - prior to the commencement of the race?

A No, no. I don't think, at that stage, that he even, I mean, he talked about entering but I, I believe he only either phoned up or presented a letter to get the entry forms from Sydney for the Sydney to Hobart.

Q32 O.K.

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Q33 Peter, are you aware if Phil Sceggs was present for this weighing of the mast, just off hand.

A I'm not sure. I, I - - -

Q34 O.K.

A I, no, I can't be. I can't be definite that he was or wasn't.

Q35 O.K. Are you aware if Phil Sceggs was aware of the stability rating of the boat? Are you - - -

A I am not aware whether he was or not.

Q36 That's fine. The time is now, is there anything you'd

like to say, anything? No, you're right?

A No.

Q37 O.K. Time is now 3.47pm. This interview is now concluded.

INTERVIEW CONCLUDED